NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON – NEW YORK
SUPPLEMENTAL BULLETIN ORDER No. BNY1-29-a (All Lines)
Effective 12:01 AM, Tuesday, June 2, 2026

Boston – New York Bulletin Order(s) in effect: BNY1-29SUM, 1-29-a

When a change is made via Bulletin/General Order (New, Modified, or Deleted):

- The italicized font explains what the changes are *(New, Modified, or Deleted)*
- The yellow highlights indicate where the changes are made.
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

I. System Instructions

A. 119-S1. Handling Of Hazmat, Excessive Weight, Or Excessive Dimension Cars 06/02/26

SI 119-S1 is modified.

Trains containing hazardous material (including PIH/TIH trains), excessive weight or excessive dimension cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

Employees are required to carry the hazmat book. Prior to permitting trains containing hazardous materials to occupy Amtrak controlled tracks the Train Dispatcher must confirm receipt of the trains complete consist.

B. 590-S1. I-ETMS/ITCS/ACSES Incident Reporting 06/02/26

SI 590-S1 is replaced in its entirety.

1. Engineer's Responsibility to Report on Forms

To assist with monitoring and correcting PTC and other train control system anomalies, faults or failures, train crews are required to make such reports to the train dispatcher or other designated personnel prescribed in the operating rules. PTC system anomalies must also be reported to the CNOC PTC Support Desk in accordance with the PTC Support and Troubleshooting Communication instructions outlined in the individual Amtrak Division PTC Operations Guide General Orders.

Train control system incident reporting must be timely and accurate. In addition to notifying the train dispatcher, host railroad and Amtrak PTC or Mechanical Support Personnel as outlined in operating rules, locomotive engineers are also required to complete and submit a Train Control System Incident Report Form to the Amtrak Mechanical/ PTC Support Desk by utilizing NRPC 3419 and NRPC 3533. These forms are in the Mobile Document Compliance System (MDCS) on the Comply365 Application home page under "My Forms", "Transportation – Locomotive Engineers".

- ACSES conditions will be reported using the "ACSES Unusual Occurrence Form" NRPC 3419 in Comply365 application.
- I-ETMS or ITCS conditions will be reported using the "I-ETMS/ ITCS Incident Report Form" NRPC 3533 in Comply365 application.

One (1) single form may be used for all incident(s) encountered per train trip. If multiple forms per train trip are required, the employee is responsible for submitting all forms. NRPC 3419 and NRPC 3533 forms must be completed and submitted by the Locomotive Engineer within **24 hours** of a PTC incident. Upon completion and submission of the form(s) within the Comply365 application, the form(s) will automatically be forwarded to the Amtrak PTC Support Desk at DLCNOCMechDesk@amtrak.com

1. Incident reporting is required if any of the following ***ACSES*** conditions or symptoms are encountered:
   - ACSES Failure Declared
   - ACSES or ATC Cut-Out
   - Audible Warning Not Received or unable to Silence an Audible Warning
   - Penalty Received
   - Unable to Recover from a Penalty

- Stop Bypass Pressed
- Overspeed Penalty
- PTS Penalty
- Roll away Penalty
- Construction Zone
- Solid “--” or Flashing “--"
- ATC Cut-Out Light Illuminated
- ACSES Cut-Out or Failure Light Illuminated
- No Valid TSR Data Light Illuminated
- No TSR Response
- Incorrect Speed Change Location
- Unexpected Temporary Speed Restriction

2. Incident reporting is required if any of the following ***I-ETMS*** conditions or symptoms are encountered:
   - Initialization Failure with AMTK
   - Initialization Failure with Other Railroad
   - Onboard Display is damaged or unintelligible
   - Audible Warning Not Received
   - Onboard Display Information of Wayside Signal Discrepancy
   - Penalty Enforcement Received
   - Soft Key Cut-Out used for operational reasons
   - I-ETMS Penalty/Horn/Emergency Switches Cut-Out
   - Unable to recover from Penalty Enforcement
   - Unable to transition to Active State
   - I-ETMS not providing Warning for Target or Restriction
   - Mandatory Directive being enforced not received from Dispatcher
   - Non-Sync Subdivision Condition
   - Cab Signal / ATC / ATS Cut-Out
   - Other
3. Incident reporting is required if any of the following ***ITCS*** or ***X-ITCS*** conditions or symptoms are encountered:
   - Onboard Display is damaged or unintelligible
   - Audible Warning not received
   - Unhealthy (15MPH) XING Target
   - Penalty Enforcement received
   - Unable to recover from Penalty Enforcement
   - Failure due to unable to acknowledge system warning
   - No MAP Displayed
   - FAILCAL Fault Displayed
   - F-XXXX / C-XXXX / I-XXXX / L-XXXX Fault Displayed
   - Mode Light Out
   - System did not Cut-In at Territory Entrance
   - MTIE Initiation Process Failed – *Michigan Line Only*
   - System Cut-Out
   - Other

   The Report will include, but is not limited to:
   - Employee Name
   - Employee SAP Number

- Train Number & Origination Date
- Lead Unit Number
- Train Control System Type (i.e. I-ETMS / ITCS / X-ITCS)
- Incident Date / Time / Time Zone
- Host Railroad / Subdivision / Track / Milepost Location
- Estimated Speed at Time of Incident
- Dispatcher and/or PTC Support Personnel Notified

2. Issues and Anomaly Reporting

Amtrak Controlled Territory Instruction (NEC, CHI/MI/NOUPT)

When any of the following issues or anomalies occur, they must be reported to the dispatcher. The report must include time, date and location, Train ID, Locomotive number and count, engineer name, car count, and a description of any unusual events.

- The I-ETMS system does not transition to an I-ETMS enforceable state after entering I-ETMS track (i.e., I-ETMS Active state)
- I-ETMS is suspected of not providing a warning for a target or restriction when it should have.
- A mandatory directive is received in writing, which is not enforced by the I-ETMS system.
- I-ETMS enforcement for a mandatory directive which has not been received in writing.
- I-ETMS system prompt or enforcement due to Non-Synchronized territory.
- I-ETMS display information is incorrect or intelligible
- Switch or wayside signal discrepancies (i.e., Permissive wayside signal enforced as Stop by I-ETMS, wayside signal does not match the PTC display).
- PTC troubleshooting guidance does not correct the I-ETMS system and permit system usage.
- I-ETMS system failures as defined in the operating rules.

C. 590-S2. I-ETMS Support and Troubleshooting Communication Process 06/02/26

SI 590-S2 is new.

1. Troubleshooting

Foreign railroads operating on Amtrak territory will contact the appropriate host railroad PTC help desk. MARC trains experiencing issues or anomalies prior to entering I-ETMS territory will contact the MARC Support Desk and Amtrak Commuter Control Center.

Amtrak trains experiencing PTC issues or anomalies while traversing host railroad properties must contact the applicable host railroad PTC personnel per the host railroads PTC support process or operating rule. Contacting the Amtrak PTC support desk does not fulfill any requirement to contact host railroad PTC support personnel or notification of a PTC issue to the train dispatcher in accordance with operating rules.

If communication of a PTC issue to host railroad PTC support personnel is made, contacting the Amtrak PTC Support Desk should be made without delay to the train.

If it is determined that all trouble shooting actions have been attempted with no success as communicated by host railroad or Amtrak PTC support personnel, train crew members must contact the host railroad train dispatcher the train is occupying and receive permission to proceed with PTC cut out.

NOTE: Notification to host railroad PTC support personnel is also required if a train experiences PTC issues or anomalies prior to entering host railroad PTC territory (i.e. issue occurs on Amtrak or another host railroad property). This notification must be made without delay to the train. Train movements entering host railroad PTC territory without functioning PTC are governed by host railroad operating rules for unequipped PTC movements.

2. I-ETMS System Software Downloads and Installs

During initialization, if the I-ETMS CDU prompts “Please Wait for Software Download” or “New Software Available” the locomotive engineer must not cancel the software download or install. Unless otherwise restricted, if a software download or install exceeds 10 minutes, the locomotive engineer must not cancel the download. If the software download exceeds 10 minutes, contact the Train Dispatcher and host railroad PTC support personnel and await instructions.

3. I-ETMS Circuit Breakers/ Cut-Out Switches

I-ETMS must be cut in and operational on the lead locomotive of a train while entering or within I-ETMS territory. When taking charge of a train in I-ETMS territory, or when approaching I-ETMS territory, the engineer must know that I-ETMS on the controlling locomotive is cut in and has passed a Departure Test.

The I-ETMS Circuit Breaker and pneumatic cut-out switches must be sealed in the CUT IN position. Locomotive engineers must leave I-ETMS circuit breakers ON (Cut In) unless authorized to power off (Cut Out) I-ETMS by the train dispatcher. (NOTE: Only Penalty and Horn electronic cut outs **MUST** be CUT IN. The Emergency electronic cut out may be sealed in **EITHER** position).

I-ETMS PTC Electrical Cut-Out Switch Positions

(Electronic Cut Out (Hard Cut Out) Switches on all Locomotive and Cab Car Types)

(Pneumatic Cut Out Switch on SC-44, Genset Switcher, P40-DC, P32-BWH and NPCU Locomotive Types)

D. 592-S1. Trains Equipped With I-ETMS Apparatus 06/02/26

SI 592-S1 is modified. The MARC table is replaced in its entirety.

MARC	
Train No.	**Clearance No.**
400	00003200
401	00013200
403	00023200
404	00033200
407	00043200
408	00053200
409	00063200
410	00073200
412	00083200

MARC	
Train No.	**Clearance No.**
413	00093200
414	00103200
415	00113200
416	00123200
418	00133200
419	00143200
421	00153200
422	00163200
423	00173200
424	00183200
426	00193200
427	00203200
428	00213200
429	00223200
430	00233200
431	00243200
433	00253200
435	00263200
438	00273200
439	00283200
440	00293200
443	00303200
445	00313200
446	00323200
447	00333200
448	00343200
449	00353200
451	00363200
452	00373200
453	00383200
454	01043200
454	00993200
455	01053200
455	01053200

MARC	
Train No.	**Clearance No.**
476	00393200
478	00403200
480	01003200
481	00413200
482	00423200
485	00433200
486	00443200
487	00453200
490	00463200
491	00473200
492	00483200
494	00853200
495	00493200
497	00503200
499	00513200
502	00523200
505	00533200
511	00543200
517	00553200
520	00563200
525	00573200
532	00583200
536	00593200
537	00603200
544	00613200
548	00623200
550	00633200
554	00863200
579	00643200
589	01063200
610	00683200
612	00693200
641	00723200
642	00733200

MARC	
Train No.	**Clearance No.**
652	00743200
675	00753200
679	00773200
681	00783200
685	00993200
688	00793200
689	00803200
692	00813200
694	00823200
696	00833200
698	00843200
MK840	01073200
MK841	01083200
MK842	01093200
MK843	01103200
MK844	01113200
MK845	01123200
MK846	01133200
MK847	01143200
MK848	01153200
MK849	01163200
MK850	01173200
MK851	01183200
MK852	01193200
MK853	01203200
MK854	01213200
MK855	01223200
MK856	01233200
MK857	01243200
MK858	01253200
MK859	01263200
MK860	01273200
MK870	01283200
MK871	01293200

MARC	
Train No.	**Clearance No.**
MK872	01303200
MK873	01313200
MK874	01323200
MK875	01333200
MK876	01343200
MK877	01353200
MK878	01363200
MK879	01373200
MK880	01383200
MK881	01393200
MK883	01403200
MK884	01473200
MK885	01483200
MK890	01413200
MK891	01423200
MK892	01433200
MK893	01443200
MK894	01453200
MK895	01463200

E. 593-S1. I-ETMS Qualifications for Amtrak Employees 06/02/26

SI 593-S1 is deleted and relocated to 594-S1 under "Locomotive Crew Assignments"

F. 594-S1. I-ETMS Operations 06/02/26

SI 594-S1 is replaced in its entirety.

1. PTC Job Safety Briefing

PTC qualified train crews are required to conduct a job safety briefing at the beginning of each tour of duty regarding PTC equipment on their train, and the PTC territory traversed on their train's route.

The job safety briefing will include, but is not limited to, the following:

- Verify status of PTC affecting their train.
- Verify the PTC circuit breakers are in the ON position when the controlling locomotive is PTC equipped and the train will operate where PTC is in effect.
- Verify that PTC safety devices have not been cut out. (NOTE: Employees must not cut out or tamper with a safety device without permission from the proper authority)
- Review PTC requirements, operating rules and system functionality. These requirements include train consist/ train type information.
- Shared understanding of each crew members knowledge and experience with the PTC System used during the course of duty.

The Locomotive engineer must communicate to the conductor any time the PTC system is cut out, failed or not enforcing PTC protection.

2. Locomotive Crew Assignments

Only qualified Train Service and Student Engineers may operate trains with operative and cut in I-ETMS equipped trains.

Train Service engineers working an assignment that contains a second engineer must input the employee ID and Pin of the "engineer of record" or lead engineer on the assignment to initialize the I-ETMS system.

Student engineers may input the employee ID and PIN of the OJT instructor engineer, or their own employee ID and PIN to initialize the system.

3. Engineer Certification with Alphabetic Characters

If an employee has a certification number containing alpha characters (example: **AMT-525**), the following format must be followed when entering the employee ID and PIN to initialize I-ETMS:

- The employee must first enter the PTC employee ID, which is the employee SAP number, with leading zeros to equal **8 digits.**

  Example: Employee SAP number is 92345; PTC Employee ID is 00092345
- The employee will then enter their employee PIN with the AMT in their certification number replaced with a leading 1 and a series of zeros to get equal **8 digits**.

  Example: Employee Certification (PIN) is AMT-765; PTC Employee PIN is10000765

4. MARC Clearance Numbers

Amtrak NEC Instruction.

a) Scheduled Trains

The MARC Clearance Numbers for scheduled trains will be 8 digits using the train number format (including leading zeros)

Example: Train 410 = 00000410

b) Protect Locomotives

68, 70, 71, 72, 73, 74, 75, and 4145 will be 8 digits using the locomotive number format (including leading zeros)

Example: Locomotive 68 = 00000068

c) Extra Trains

Trains not listed in the Amtrak NEC Timetable must contact the MARC Control Center to obtain a MARC Clearance Number.

5. Amtrak Clearance Numbers

In the event a train experiences issues with an Amtrak Clearance number or does not have an existing clearance number, the Train Dispatcher must create and dictate a clearance number to the train crew.

The Amtrak Clearance Number will be 8 digits using a Train Number- Origin Month-Day number format (including leading zeros) of the train's initial terminal originating date.

Example: Train 351 of 9/21/18 = 03510921

Example: Train 4 of 11/5/18 = 00041105

6. Initializing I-ETMS

a) Amtrak Train ID Selection

Amtrak Train ID Selection is modified. The table is removed. Amtrak Locomotive Engineer I-ETMS login procedures are unchanged.

When selecting the Amtrak Train ID during initialization, the train ID selected should correspond to the city pair code and number of vehicles for the applicable train section the train is currently operating in.

Amtrak trains may list Amtrak subdivisions in the I-ETMS CDU Mandatory Directive Route List. If the train will not operate under I-ETMS on an Amtrak subdivision, that subdivision does not need to be "SYNCHRONIZED."

b) I-ETMS Authorized for Use

I-ETMS Authorized for use is modified. The note & sticker is removed. The fleet is updated to reflect I-ETMS equipped locomotives.

I-ETMS must not be initialized unless **all** of the following conditions are met:

- The Host Railroad(s) has/have authorized Amtrak trains to use PTC
- Crew is I-ETMS qualified in accordance with Amtrak qualification requirements
- Lead locomotive is I-ETMS "ready" as determined by a completed departure test indicated on the MAP 100.

Train crews that are unsure if Amtrak I-ETMS operations are authorized by a railroad that will be traversed must contact the Amtrak Mechanical/PTC Support Desk or their supervisor.

c) Initialization Procedures for Yard Switching and Non-Revenue Train Movement

The following steps must be performed to initialize I-ETMS before making a Main Track movement while occupying or entering PTC protected Main Tracks:

Note: Train crews handling or deadheading completely assembled revenue service (i.e. trains should use the revenue service Train Clearance number).

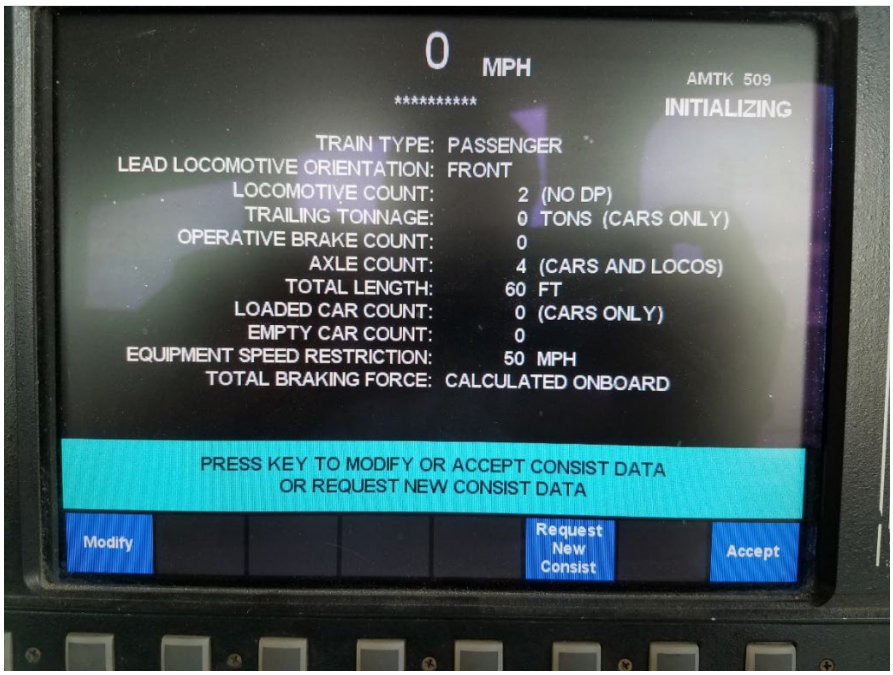
- Select the required railroads the train will operate over (including Amtrak).
- Select Amtrak as the Railroad for Logon.
- Enter Amtrak SAP Number for eight digit Employee I.D.
- Example: SAP Number is 123456 / Employee I.D. is entered as: 00123456
- Enter Engineer Certification Number for eight digit Employee PIN.
- Example: Certification Number is 1234 / Employee PIN is entered as: 00001234
- Enter four (4) zeros (0) for the Amtrak Train Symbol, followed by the two digit month, and two digit date of the day the Crew is on duty.
- Example: 00001201 for an assignment working on December 1st
- 0000 Amtrak Train Symbol / Two digit on duty Month / Two digit on duty Date
- Enter the Host Railroad Clearance Number (if applicable).
- Select the Host Railroad assigned Train Symbol (if applicable).
- Select the following location corresponding to the Amtrak Train Symbol that appears on the CDU Screen.

d) Yard Switching and Non-Revenue Train Movement Consist Input and Acceptance

Amtrak Off-Corridor Instruction only

Train crews are required to review their train consist make up during their Job Safety Briefing. The locomotive engineer must review and ensure all train consist information is accurate and correct on the PTC system display before pressing the "Accept" key. Train consist discrepancies must be modified on the PTC system display and the modifications communicated to the conductor. Equipment Length and Tons can be found in the Central/Northwest Division Summary General Order.

Modify the Consist message summary information on the CDU Screen to correspond with the physical equipment being handled.



The Engineer must remove any locomotives not physically included in the train consist. Verify the Locomotive operating in the Lead Position is in the correct consist

e) I-ETMS Initialization Failure

When I-ETMS fails to initialize, and the cause is determined to be the railroad(s) selected for initialization, the initialization must be reattempted without the selected railroad(s) that caused the initialization failure. The initialization failure must be communicated to the train dispatcher.

The attempt to re-initialize must occur at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.

Trains that encounter an I-ETMS initialization failure at initial terminal locations are prohibited from departing the initial terminal location until the I-ETMS system is initialized or the train dispatcher permits movement to a location within the initial terminal to improve PTC system communication. An example of this scenario is a train dispatcher instructing a train to move out from under the Chicago Union Station overbuild.

An initial terminal is the starting point of a locomotive for a trip.

Trains that encounter an I-ETMS initialization failure at an enroute location (other than initial terminal) must attempt to re-initialize at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.

Note: A successful I-ETMS initialization is when the I-ETMS system reaches the Disengaged State.

f) Procedures for Initialization at Crew Change Locations

If the crew is not initially prompted to select the locomotive or track during PTC initialization, locomotive engineers must select the controlling locomotive and location as soon as the system prompts them.

g) Initializing Multiple Locomotives in Train Consist

Trains with multiple locomotives in their train consist that may be used in the controlling position must only have one locomotive initialized at any given time. The engineer must perform a CREW LOGOFF on the first locomotive before attempting to initialize any other locomotive in the train consist. The CDU softkey cutout function must not be used when changing controlling locomotives.

h) Rescue Operations with I-ETMS Equipped Passenger Trains

When a locomotive or train is used to rescue a disabled passenger train, the clearance number of the disabled train must be used to initialize from the rescue locomotive. Consist Data must be reviewed and corrected if inaccurate.

7. Entering PTC Tracks

a) Procedures for Entering PTC Tracks

The following tasks must be performed when entering PTC Track from Non-PTC Track:

- Train should be located within 1,500 feet of main track authority limit or signal governing movement onto PTC track
- Operating at 15 MPH or less
- Select current track location (Unless otherwise restricted, train speed may be increased immediately after track selection)

Track Selection must be made at the specific locations indicated, unless modified by host railroad operating rule (see line specific special instructions for locations).

b) Entering PTC Track between Signals at a Hand Operated Switch

The following tasks must be performed when entering PTC Track between signals:

- Train should be stopped between 500 and 1,500 feet of PTC track entry location (or close enough for system prompting)
- Receive authority from train dispatcher to enter the main track
- Review/ accept authority prompt on system display (CDU)
- Verify switch position

c) Entering PTC Track from PTC Track

(1) When leaving PTC track of one railroad and immediately entering PTC track of another railroad at a boundary point (i.e. from one railroads PTC track to different railroads PTC track, in which the two railroads are not interoperable with each other) the onboard will transition to a Disengaged State, even if the railroad the train is operating onto was selected during initialization.

(2) Track Selection must be made as soon as possible prior to entering or immediately after passing the adjoining railroads first PTC protected Control Point or Interlocking signal.

8. PTC Enforcement Braking Applications

If an enforcement is initiated by the PTC system, a full service or emergency brake application may occur. An automatic warning countdown may be displayed prior to the system initiating the enforcement braking. If system-initiated enforcement braking occurs the engineer must:

- Place and leave the automatic brake valve in suppression **until the train stops**.

- **Unless operating the Auto Train, Work or Wire trains do not actuate (bail off) locomotive brake cylinder pressure.**
- Place the throttle in idle.
- If an emergency brake application is initiated, after the train makes a complete stop, place the automatic brake valve in the emergency position.
- Notify the train dispatcher of the system-initiated penalty brake application. **The notification should be made without delay to the train.**

9. Operative Brake Limitations

a) Passenger or Commuter Trains

"Passenger or Commuter Trains" is modified. When changes occur enroute that reduce the number of operative train air brakes to less than 95%, the engineer must change the train type to "freight".

In accordance with AMT-3, when changes occur enroute that reduce the number of operative train air brakes to less than 95%, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the CDU screen. Freight train timetable speeds will be enforced by PTC.

Note: Operative Brakes are calculated in accordance with AMT-3 Instruction 2.19.3, not the values on the I-ETMS Summary Consist Screen.

I-ETMS Consist Summary Operative Brake count is the number of cars only. If any brakes are cut out on a car (including a single truck of a car) the Operative Brake count is reduced by one (2 P-42's, 11 Superliners with one truck cut out on a Superliner = 10 Operative Brake Count). Locomotives and cab cars included in Locomotive Count are not used in the I-ETMS Consist Summary operative brake count.

I-ETMS will not enforce speed restrictions associated with reduced operative brakes as per AMT-3 Instruction 2.19.2

b) Freight Trains

Amtrak NEC Instruction:

Freight Trains with 15 cars or less must not actuate the locomotive brakes once an enforcement braking action has been initiated by the I-ETMS system. If the independent brake is initially bailed off, it must Operative Brake Limitations.

I-ETMS must not be initialized on any train with less than 95% operative brakes. When changes occur en-route that decrease the number of operative brakes to less than 95% the engineer must use the "cut out key" and notify the train dispatcher.

10. System Prompts and Inputs

Inputs and responses to prompts must be accurate and timely to prevent an unnecessary enforcement or delay. The engineer must operate the train in response to an I-ETMS system prompt to prevent a penalty brake application, consistent with good train handling. If improper input or response to a prompt is made, it must not be acted upon until corrected or resolved.

11. Train Consist Information

a) Comparison of I-ETMS Display Information

Before departing, crew members on the controlling locomotive must compare information such as restrictions and authorities shown on the I-ETMS display with those in their possession. When a crew member receives a mandatory directive or restriction dictated by radio or telephone, it must be verified with the I-ETMS display.

When the I-ETMS display does not conform with a wayside or cab signal indication, maximum authorized speed, mandatory directive, timetable, or special instruction, be governed by the most restrictive.

Any discrepancies must be reported to the dispatcher.

b) Train Consist Review

Train crews are required to review their train consist make up during their PTC Job Safety Briefing. The locomotive engineer must review and ensure all train consist information is accurate and correct on the

PTC system display before pressing the "Accept" key. Train consist discrepancies must be modified on the PTC system display and the modifications communicated to the conductor.

- **Amtrak Trains:** The train crew is responsible to report the consist discrepancy to the Amtrak Mechanical/ PTC Support Desk without delay to the train.
- **MARC Commuter Trains:** The train crew is responsible to report the consist discrepancy to the dispatcher and respective tenant railroad for correction without delay to the train.
- **Freight Trains:** In order to match the maximum authorized speed of the Amtrak territory, the train crew is responsible to modify the equipment speed field consistent with the speeds listed in Amtrak Special Instructions.

When initializing, or when taking charge, and after any pickups or setouts, the engineer must:

- Review the consist data displayed by the I-ETMS system.
- Correct the consist data displayed if inaccurate.

Train consist may be modified on the I-ETMS system display, per Operating Rules.

c) Isolated Locomotives

All locomotives must be shown in the RUN position in the I-ETMS Consist Summary display unless the locomotive is physically isolated for any reason. If a locomotive is physically isolated, it must be modified in the I-ETMS Consist Summary display. To ensure the system braking calculations are accurate, an additional car should be added to the LOADED CAR count and the weight of the locomotive added to the TRAILING TONNAGE value.

d) Train Consist Modifications

"Train modifications" is replaced in its entirety. All tables have been relocated to their respective speed table sections.

Equipment speed, length, and weight details are provided in the applicable speed tables. These values must be used when adjusting the train consist during pick-ups, set-outs, or whenever PTC consist data does not match the actual train consist during system initialization.

- **Amtrak Trains:** Mechanical/ PTC Support Desk must be contacted to receive equipment parameter data if private cars or equipment not listed is picked-up or set-out enroute)
- **MARC Commuter Trains:** The Amtrak Commuter Operations Center must be contacted to receive equipment parameter data if private cars or equipment not listed is picked-up or set-out enroute

12. Restricted Mode

a) Work Events – Return Movement, Set Outs, and Pick Ups

Prior to performing work events requiring return movements, set outs, and pick-ups, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After the work events are completed, and prior to departing the location, Restricted Mode must be turned off. The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

b) Operating within the Limits of an Out of Service Track

Once permission is received to enter the limits of an Out of Service Track, prior to entering, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After clearing the limits of the Out of Service track, Restricted Mode must be turned off. The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

Amtrak trains must not place the PTC system in Restricted Mode to perform a shove movement. Use of Restricted Mode must be made in accordance with the requirements outlined below:

Restricted Mode

Restricted Mode must be turned on before performing work events such as switching or making pickups and/or setouts. Restricted Mode must be turned off after work events have been completed.

13. I-ETMS "Select Direction" Soft Key & Unmapped Track Feature use

"Select Direction" Soft Key is renamed to "I-ETMS "Select Direction" Soft Key & Unmapped Track Feature use".

Trains operating with PTC that are required to manually change the operating direction are prohibited from using the "Select Direction" soft key.

If necessary to change the train's direction, the following steps must be completed.

- Cut-out the PTC system using the "CUT OUT" soft key.
- Re-initialize the PTC system using the "CUT IN" soft key.
- Select the correct timetable direction.

Unless authorized by railroad operating rule or special instructions, the Unmapped Track feature on the I-ETMS CDU must not be used.

14. Logging Off I-ETMS

Locomotive engineers must log off from I-ETMS at the completion of their tour of duty or crew change location.

15. I-ETMS Operations with IITS or Cab Signals

Trains with operative I-ETMS and IITS (ATS) or Cab Signal systems are governed by IITS or Cab Signal operating rules in their entirety. This includes IITS and cab Signal failure operating rules.

If I-ETMS transitions to a Disengaged, Cut Out or Failed State, IITS or Cab Signal operating rules are not modified in any capacity.

If I-ETMS becomes inoperative, Cab Signal System operating rules and special instructions remain in effect.

16. Foreign Locomotive PTC Operation Procedures

The following instructions are applicable when operating a foreign locomotive with PTC as the controlling locomotive on an Amtrak train:

a. The train crew must verify that Mandatory Directives associated with their train (i.e. GTB's, Dispatcher Bulletins, Train Clearance, Track Bulletins) reflect the correct Locomotive and Train ID if applicable.

b. Amtrak system initialization must be performed by an Amtrak engineer. This is to ensure the required train consist information is received by the Onboard system from the Amtrak Back Office system.

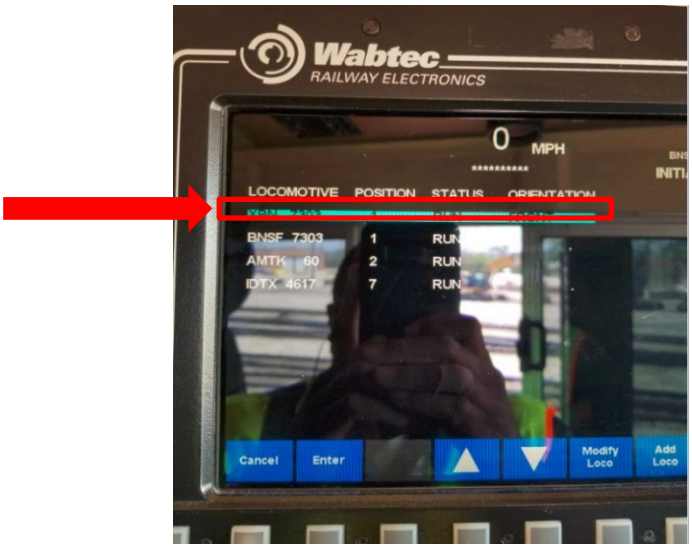
c. Amtrak system initialization sequence and processes are unchanged when using a foreign locomotive. This includes trouble shooting, consist modification and system cut out reporting procedures.

d. When initializing PTC on a Foreign Locomotive, the Consist Summary will contain an extra locomotive, identified with an "X" leading the locomotive reporting mark. This is reflected in the Locomotives menu in the Consist Summary (examples below). The locomotive with an "X" leading the reporting mark must be removed from the Locomotive Consist on the PTC display. Additional consist modification is not required when removing a locomotive from the Consist Summary.

e. Before accepting the Consist Summary, verify that all other consist data is accurate and complete.

Note: If additional consist information is needed for manual addition of a foreign locomotive (i.e. length, tons), review the foreign railroad operating rules, or contact the Train Dispatcher.

(See photos for removal of duplicated locomotives below)



17. Foreign Locomotive PTC Usage

"Foreign Locomotive PTC Usage" is deleted. All host railroads have PTC interoperability.

G. 594-S2. Train Departure with Defective or Failed Onboard PTC System (ACSES/I-ETMS/ITCS) 06/02/26

SI 594-S2 is new.

Train numbers or train services listed in the table, including yard or extra trains originating at the identified location, are not permitted to depart the identified Amtrak PTC Repair Location if the onboard PTC system on the controlling locomotive displays one of the following anomalies:

- The locomotive onboard PTC in cab display, audible alerting feature, or TMC/OBC components are physically damaged or defective preventing proper onboard PTC system operation.
- The locomotive onboard PTC system is in a failure condition or "Failed State" that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the "Cut-Out" position to permit train movement.
- The locomotive onboard PTC system is unable to pass a system departure test.
- A valid MAP 100 or MARC ECR 100 on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.

Division	PTC Repair Location	Train Numbers/ Services
East	Albany – Rensselaer, NY	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	Boston, MA	All Amtrak trains
	New Haven, CT (CONN DOT Service Only)	All originating CONN DOT and CT Rail train sets that receive locomotive calendar day inspections and Class 1 brake test
	New York City, NY (Sunnyside Yard)	All Amtrak trains (**Note:** This includes NJT trains being moved by Amtrak train crews)
	Sanford, FL (Auto Train Service Only)	Train 52

Division	PTC Repair Location	Train Numbers/ Services
	Washington D.C. (Amtrak Service)	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	Washington D.C. (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Baltimore, MD (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Middle River, MD (MSA Maintenance Facility - MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Raleigh, NC (NC DOT Service Only)	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test
	Hialeah, FL	All trains
	Wilmington, DE (Work Train Service Only)	All originating work trains
Central	Chicago, IL	All trains
	New Orleans, LA	All trains
	Beech Grove, IN	All trains
West	Los Angeles, CA (8th Street Yard)	All trains
	Oakland, CA (Oakland Maintenance Facility)	All Amtrak trains
	Seattle, WA	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	San Diego, CA	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test

H. 595-S1. I-ETMS Enforcement of Interlocking and Control Point Signals 06/02/26

SI 595-S1 5. is modified. The last paragraph is replaced in its entirety.

Amtrak NEC Instruction only

1. Train at Signal Other Than Stop Signal:

In the event, the "Pass Signal at Stop" Prompt does not display after stopping within 1500 feet of the signal at waiting at least 120 seconds and the Red Hash does not clear, the dispatcher may grant permission to cutout I-ETMS using the CDU soft key cutout function. I-ETMS must be cut in when the leading wheels are within one train length or 500 feet, whichever is greater.

II. Speed Table for Reference

06/02/26

ACSES SPEED TABLE

Movement Under Rule:	261/251	562	563
Failed or Fault ACSES with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Failed Cab Signal (ATC) with operative (not failed) ACSES	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting Hazardous Material	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting Hazardous Material	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 59 MPH – Psgr. 49 MPH – Frt. 40 MPH - Transporting Hazardous Material
Failed ACSES with Failed Cab Signals (ATC)	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting Hazardous Material	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting Hazardous Material	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 40 MPH 30 MPH - Transporting Hazardous Material

Construction Zone (ACSES only)	
Operative CSS	79 MPH
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting Hazardous Material

DCS Territory	
Operative ACSES	59 MPH - Psgr. 49 MPH - Frt.
Failed ACSES	40 MPH 30 MPH - Transporting Hazardous Material

FAILURE OF CAB SIGNALS, INOPERATIVE I-ETMS, OR BOTH.

Movement Under Rule:	**261/251**	**562**	**563**
Inoperative I-ETMS with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Inoperative I-ETMS with Inoperative Cab Signals (ATC) **NOTE:** Trains operating with I-ETMS that experience a cab signal, ATC, Speed Control, or LSL failure en-route must consider I-ETMS to be inoperative and proceed in accordance with SI 592-S2.	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting Hazardous Material	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH Transporting Hazardous Material	Restricted speed, unless governed by Form D Line 13 Authorizing 563 - 40 MPH 30 MPH - Transporting Hazardous Material
Construction Zone (ACSES only)			
Operative CSS	79 MPH		
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting Hazardous Material		
DCS Territory			
I-ETMS will not be operative when operating in DCS Territory.	40 MPH 30 MPH - Transporting Hazardous Material		

III. PTC Rule Review-FAQs 06/02/26

Q&A for Guidance	
Question	**The engine has speed control (ATC) failure, but I have NOT cut out the cab signals. I will be entering 562 territory, with a Clear to The Next Interlocking Signal displayed. The ACSES is cut in and functioning. What speed is authorized to the next signal?**
Answer	Depending on the type of equipment, it may or may not be possible to cut out ATC while Cab signals remain operative. Anytime ATC is cut out, the maximum speed for the train is 59 MPH Psgr. 49 MPH Frt. and 40 MPH Transporting Hazardous Material

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